from the mouth. The map also shows the trail on the Dakota side which the party followed in going up, but lays down no other trails in the lower Red River than it and the one mentioned as on the east side. The latter is labeled by Capt. Pope as "the Half Breed Trail." In his report Major Woods says as to the route he and the dragoons followed on the return from Pembina:

The route we followed is well known and traveled every summer by large "trains" of carts from the Red River settlements. * * * We left Pembina on the afternoon of the 26th of August on our return, and had for about 15 miles the same difficulties to contend with that we encountered going out; but at this point the prairie began to improve. There had evidently not been so much rain as at Pembina, and 25 or 30 miles farther on the roads became good and we traveled without any serious interruptions, averaging more than twenty miles a day until we reached Fort Snelling the 18th of September, 1849. We made the distance from Pembina to Fort Snelling, coming down, 471 measured miles, in 23½ days. We were 57 days going up. (Wood's Report, p. 21; Exec. Doc. No. 51, 31st Cong., 1st Sess.)

We have other evidence that the old Kittson Trail was identical with the "western trail," the "old Crow Wing Trail," and the "Half Breed Trail" mapped by Capt. Pope. In 1859 the late Capt. Russell Blakeley and others, who were engaged in opening the Red River to commerce, went from George-town by way of this trail to Pembina. In Vol. 8 of the Minn. Hist. Socy. Collections, p. 55, Capt. Blakeley says:

* * * We resumed our journey by way of the old Kittson trail, the location of which can be found on the map of Capt. John Pope, in his report of the topographical survey of the Territory, in 1849.

Other early and reliable authorities confirm the statement of Capt. Blakeley, that the line marked by Capt. Pope as the "Half Breed Trail," and which ran only a few miles east of Red River, was identical with the old "Kittson Trail," opened by Wm. Hallett in 1844. But this trail was at least partially abandoned in about 1858 (or perhaps in 1860) and wholly disused after the Civil war.

When it was first followed, it was used only in the early spring, in August, and in the late fall. At such times the ground was frozen in the spring and fall and dry in the late summer, and could be easily traversed; but at other times the muddy and swampy conditions of the Red River bottoms rendered this route impassable. In April, before the ground had thawed, the carts came down with the furs of the winter's hunt, and soon returned with supplies. In the late fall they came down en route to St. Paul for the trader's winter supplies. Maj. Woods and his dragoons came down late in August and the first part of September, when the rains were over, and the major says that 15 miles from Pembina the road was good. He had several wagons, in which his provisions and baggage were transported, and they were easily hauled along.

Manton Marble, a noted American journalist, for a long time editor of the New York World, made with a party, a tour of Minnesota and the northern part of North Dakota in the summer and early fall of 1858. He went down the river from Georgetown to Pembina on the west or Dakota side, but returned via the old Kittson (or Pope) trail, on the Minnesota. Apparently he crossed the Red Lake River near where Fisher now is. In the February, 1861, number of Harper's Magazine he presents a descriptive illustrated sketch of the crossing of the little river by his party; he both wrote and illustrated the article, for he was a good artist and an accomplished penman. He made a fine sketch of where his party crossed the Red Lake, and this sketch clearly shows a scene resembling the topography near Fisher, with no boulders or other features such as are seen near Huot, but with heavy timber, high banks, etc. In describing the situation, Mr. Marble wrote:

Red Lake River is the largest of the tributaries of the Red River, excepting only the Assiniboine. * * * It is itself the main stream. We came to its banks one afternoon at the spot figured in the sketch here given, dined, and then attempted the passage. The water was high and the river wide. By wading it on horseback, we soon found the easiest spot to cross. It was necessary to enter the stream from a projecting spot of land, make head against its cur-